

CONFIDENTIAL

INTELLOEX 28

CLASSIFICATION **SECRET**
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT

25X1

INFORMATION REPORT

CD NO.

COUNTRY USSR(White Russian SSR)

DATE DISTR. 4 February 1952

SUBJECT Automobile Plant at Minsk

NO. OF PAGES 9

PLACE
ACQUIRED

REFERENCE COPY

NO. OF ENCLS. 1
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT

CIRCULATE

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF 1917, U.S.C. 51 AND 52, AS AMENDED. NO TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

No Change in Class. ☐THIS IS **Declassified** INFORMATION
Class. Changed To: TS S G1. Location

25X1

The MINSK automobile plant (53-50N, 27-35E), White Russian SSR, is 5.7 miles east of the edge of the town, south of the road to BOB-UISK.

2. Plant Lay out

a. The first building operations started during the period of the German occupation as was the production in the first buildings. This, the oldest part of the plant, was undestroyed when it was recaptured by the Soviets. It included buildings 1 through 16 (see sketch of the plant), where at first only trailers were built and Studebaker trucks assembled.

b. Part of the buildings No 17 through 21 were erected at the beginning of the period of observation and were later fitted with iron roof structures or converted.

c. All the other buildings were built later according to new plans arriving from MOSCOW in 1946.

d. Part of the machinery came from the gear wheel plant FRIEDRICHSHAFEN, the Framo-Works and the Brennabor-Works of BRANDENBURG on the Havel. Parts of the latter plant (bicycle factory) were sent to the Red Star bicycle plant in the neighborhood of the automotive plant.

e. [redacted] the arrival and unloading and could check the 25X1 origin of the machines from the shipping papers. Sketch of plant, see Annex *.

CONFIDENTIAL

CLASSIFICATION **SECRET**

25X1

STATE	2	Y	NAVY	2	Y	NSRB		DISTRIBUTION											
ARMY	2	Y	AIR	2	Y	FBI													

25 YEAR RE-REVIEW

~~CONFIDENTIAL~~~~SECRET-CONTROL~~

2

CENTRAL INTELLIGENCE AGENCY

25X1

3. Labor

[] inferred from conversations on the plans that the plant will employ over 10,000 workers when the production is running at full capacity. During the period of observation, about 5,000 to 6,000 Soviets, including 1,000 convicts, and about 3,000 PNs were employed.

25X1

4. Production

At first only trailers and assembly of trucks; after 1948, manufacture of trucks.

Comment:

* [] the plans, according to which a considerable extension of the works as well as the construction of a new marshaling yard and large workmen settlements were proposed.

25X1

a. The annexed sketch of the plant [] shows that it was drafted by a very well informed person who is an expert of great objectivity.

25X1

b. The reliability [] is proved by the agreement of the annexed drawing with the rough sketches of previous reports. The drawing, to a great extent based on Russian original plans (see Russian grid system), leads to the conclusion that the sketch very nearly reaches an accurate picture of the actual organization of the plant.

25X1

25X1

UNCODED

1 Annex: Automobile Factory in MINSK.

~~CONFIDENTIAL~~~~SECRET~~

25X1

25X1

CENTRAL INTELLIGENCE AGENCY

Legend to Annex

Legend to Annex

- A) Oldest part of plant with buildings erected by the Germans:
- 1 and 2 Velo Zavod Bicycle factory, brick buildings where the mechanical equipment of the Brennabor-Werks was installed. Manufacture of piece parts, frames, spokes etc., which were sent to MINSK for chromium plating and assembly. There was no manufacturing in building. It only contained machines.
 - 3 Quarters of plant police; wooden building
 - 4 Entrance with guardhouse, wooden building; will later be near 5
 - 5 Telephone exchange and radio station; plastered brick building.
 - 6 Kitchen of the plant; brick building
 - 7 A brick building with store rooms for all kinds of raw materials for foundry work
 - 8 Electrical section, brick building
 - 9 Locksmith's shop, brick building
 - 10 Carpenter's shop, brick building
 - 11 Small molding shop; brick building
 - 12 Manufacture of concrete slabs for the construction work of the plant; wooden building
 - 13 Raw material depot; brick building
 - 14 Tool depot; brick building
 - 15 Small tampering shop; brick building
 - 16 Concrete basin for cooling the condensed water of the turbines of the power station
- B) Buildings under construction in 1945, which later got an iron roof structure or were converted.
- 17 Power station, an iron structure with brick walls reconstructed (converted) from 1946 to 1949. Three turbines for current generation for exclusive use in plant.
 - 18 Main bay, 1,288x147 feet; brick masonry on concrete foundations six feet deep. A row of pillars, 19 feet high (5.85m), runs in the longitudinal direction of the center of the bay. The cross section of the pillars is 1'4"x1'4"; they are erected on concrete bases 6 feet deep and reach as far as the lower edges of the tie beams (Dachbinder).

25X1

CONFIDENTIAL

25X1

CONFIDENTIAL

25X1

2

CENTRAL INTELLIGENCE AGENCY

25X1

Legend to Annex

- a. At the north wall of the main bay there is another row of pillars. The corner foundations at the four side wings or bays are also six feet deep but are of ferro-concrete.
- b. When the roof was reconstructed, the headway was raised to 19 feet (5.85 m). The wall thickness of the masonry is 1'8" (51 cm-wall). The pillar spacing of the central row is 32 feet, the pillar spacing at the north side 16 feet.
- c. The roof has two rows of ties with skylights, the vertical parts of which are glazed; the slanting faces are covered with corrugated sheet metal on which there are three layers of peat, pugging and tarred roof paper.
- d. Mechanical equipment: South of the central row of pillars is a conveyor belt, 575 feet long, which begins on the east side of the bay, the finished cars leaving the belt at its western end. In the north part of the main bay are depots, enclosed by a partition wall of glass, six feet high. A car road, 13 feet wide, runs the total length of the bay. Four lateral bays branch off to the north from the main bay.
- e. The previous planning provided eight lateral bays to ad-join the main bay, between which there was to be a small yard. This plan was given up, and a continuous bay was formed by joining two adjacent old bays including the yard lying between them. In this manner, four lateral bays and three yards remained. The bays are called bay 2 to 5; the bay now called No 2 being formed by the former bays 7 and 8, bay 3 by the former bays No 5 and 6 etc. The walls of the lateral bays are 1'4" thick and are also erected on concrete bases, 6 feet deep.
- f. The main bay was finished in February 1949.
- 18a Bay 2, called Pressing Section. A brickbuilding, 575x243 feet.
- a. The former walls toward the yard, which has now been incorporated in the bay, have been replaced by rows of pillars, each 1'4"x1'4"x19'. The spacing between the pillars is 16 feet.
- b. Two other longitudinal rows of pillars were also fitted into the newly erected bay so that it now has four rows of pillars. The roof of the bay, five trusses (brackets) arranged side by side, has an iron structure on which a peat layer, a slag layer pugging and tarred roof paper are placed. Each truss has skylights with two glazed side walls.
- c. The still unfinished spray painting shop was installed in the eastern part of the side bay.
- d. At the northern end of the side bay is a brick annex, 243x20 feet with office rooms, kitchen and dining rooms. The side bay was built between 1946 and June 1948. The northern annex was finished a month later. At the end of the time of observation production was running in that bay.

25X1

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

Legend to Annex

- 18b Called Bay 3. Same system of construction as 18a. Construction started in November 1948 and probably finished by July 1949. This bay will be the engineering section. In March 1949 the roof structure was finished, the covering operations just started. The machines which had been used in the old bays 5 and 6 were stored in the main bay during the period of conversion. The intermediate floor will be inserted at the height of the roof trusses which is partially intended for workshop offices.
- 18c Called Bay 4 or Chassis Section. Construction system same as side bay 2. Conversion work was finished in November 1948 and production had been started. In the northern part of the bay, near the conveyor belt, trailers were built. The remaining space was filled with metal working machines.
- 18d Called Bay 5 or engineering section. System of construction same as Bay 2. Construction work started in February 1949 and the conversion will probably be finished by the end of 1949. The central rows of pillars were already erected. The machines were still in the old workshops to the east. The conversion of the workshops cannot be started until production has been started in Bay 5. This was expected to be in the Summer of 1949. The internal walls cannot be pulled down before that date. This bay will be used for the manufacture of tippers. The machines which are there at present will be moved to building No 22 (see sketch).
- a. The floors are made of tarret wooden cubes; only the roadways in the bays are made of concrete.
- b. For the conversions of the side bays, rows of pillars will first be erected in the inner yards which will be roofed; they will replace the old walls. The new iron structure will be put on and finally the old partition will be pulled down. The annex to the northern end of the bay was to be ready by the Fall of 1949.
- 18e Three inner yards; at each end there are lavatories, at the sides transformer stations.
- a. Between the annexes at the northern ends of the large side bays, connecting passages were built and will rest on brick pillars. These pillars were already erected in April 1949. After the construction of the annexes it was necessary to shift the road passing north of the bay northward as much as the width of the annexes. The new concrete road is scarcely 20 feet wide.
- 19 Small foundry reconstructed to iron structure system from March to September 1948. There is a casting furnace.
- 20 Same as 19. Number of casting furnaces unknown.
- 21 Sawmill. Under conversion since October 1948. The building had an iron structure and was newly erected with ferro-concrete and brick masonry. Presumably finished with former dimensions by the middle of 1949. The roof will be covered with concrete slabs. Four or five saw-frames were available. Driver cabins for trucks are said to be produced there.

CONFIDENTIAL

25X1

CENTRAL INTELLIGENCE AGENCY

25X1

Legend to Annex

C) New building

22 Wooden shed for storing machines. A number of German machines coming from different German firms were stored there, especially of the Maschinenfabrik Weingarten, ESSELINGEN and from KOELN-DEUTZ (Cologne-Deutz). The machines of bay 5 (18d) will also be stored there during the reconstruction of the latter.

23 Fire-brigade tower; wooden structure erected on a concrete base.

24 Amusement park

25 Wooden band stand

26 Transformer station of plastered brick masonry. Construction started in March 1949 and was probably completed in May 1949; six transformers.

27 Boiler House; iron structure with plastered slag brick masonry. Roof has iron trusses. Under construction since February 1948, it was to be finished by May 1949. Three large horizontal boilers are in the boiler house. North of the boiler house a brickwork smokestack will be erected, the foundation of which was finished in April 1949. The boiler house was intended for heating the plant.

28 Wood drying installation; iron structure with brick masonry. Under construction

29 Preparatory section; angular iron structure with brick masonry. Under construction since February 1949.

The iron structure was completed in April 1949. In main wing, three rows of pillars; in side wing, two rows. Dimension of pillars; 1'8"x1'8" thick, 15 feet high; pillar spacing about 20 feet or a little less. In main wing, two traveling crane tracks were installed, each 35 feet above the floor. The main wing was roofed; the side wing, however, will remain open. The designation of "Preparatory Section" was used in the plans.

30 Annex building, 160x29 feet, of plastered brick masonry. Under construction since January 1949. Three stories provided. Will be an office building.

31 Forge, U-shaped brick building. Under construction since October 1946. Main front 235 feet long, lateral wings of different lengths. Completion scheduled for November 1949. After April 1949, a crane track, 39 feet above the floor, was roughly finished in the south wing and the eastern cross wing. Numerous large hammer foundations were also laid in the south part intended to bear hammers weighing about a ton.

32 Two-story administration building for forge; plastered brick work. Finished in November 1948.

25X1

CONFIDENTIAL

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE AGENCY

Legend to Annex

25X1

25X1

- 33 "Thermetal-Section", iron structure with brick masonry and concrete foundations 6 and 15 feet deep. Size of building, 137x354 feet; has four rows of pillar. Under the flooring, numerous large canals were built and are intended for imbedding pipes. The machines for this section are still stored in the open on a railroad ramp outside the automotive plant at its northwest side. Underground conveyer belts coming from other sections lead into the building and are probably intended for the conveyance of incoming or outgoing coal or ore.
- 34 Transformer station; brickwork building with three transformers.
- 35 Administration annex building; brickwork, three stories, 137x329 feet; finished in March 1949. A kitchen and a telephone exchange are also installed there. At the height of the second story a covered connecting passage leads to the foundry.
- 36 Administration building of construction section for plant construction. A slag stone building, flat roof, finished in November 1947.
- 37 Wooden depot building, plastered outside. Finished in May 1948.
- 38 Foundry, iron structure with brickwork masonry. Construction started in October 1945, completion scheduled for May 1949. The building is erected on a 19-foot foundation and is 670 feet long. Through the center of the building, 78 feet distant from the north wall, is a wall which is shown on the sketch by a pencil-line. In regard to their purpose the foundations for the machines were 10 to 20 feet deep.

a. [] saw on plans, that, on both the east and west side, two casting furnaces were to be built and their erection had already started. The completion of the foundry was scheduled for November 1949. A row of pillars runs along the bay, pillar spacing 19 feet. A railroad track runs through the north part, and beside the track are bunkers for coke, lime and ore. These concrete bunkers extend 6 to 25 feet above ground and some are as much as 16 feet deep. A 50-ton crane, 78 feet wide, will charge the melting furnaces. It is about 41 feet high. The lower edge of the tie beam lies 50 feet high. At the roofs of the three side wings the roof has glass deadlights.

25X1

- 38a Holding shop; 354x78 feet, iron structure with brickwork masonry. Under construction since March 1947 and nearly completed in April 1949. In the southern part of the building two rows of machine foundations, six feet deep, were erected. The floor is made of ferro-concrete, half-foot thick. The southernmost 39 feet of the bay have no flooring; they are dug out to a depth of about 13 feet. A trunk, about 13 feet wide, enters the foundry at a depth of about 13 feet. The new conveyer belt was not yet in. In this bay also, discharging points were below the railroad track.
- 38b Tempering shop, 354x113-foot iron structure with brickwork masonry. Completed in April 1949. The tempering furnaces had not been installed, only four large foundations and quite a number of smaller ones had been erected. Two pits, 13 feet deep, cross section 16x16 feet, were built to hold the iron masts, around which a spiral staircase winds up to a height of 82 feet.

25X1

~~CONFIDENTIAL~~

25X1

CENTRAL INTELLIGENCE AGENCY

Legend to Annex

25X1

25X1

[] this installation was intended for cooling purposes. From the bay connecting passages lead to 38a and from there to 38. The rails which had been laid in the bay for facilitating the supply transport of material were partially dismantled after the building operations were completed

25X1

- 38a New building; iron structure with brickwork masonry. Under construction since June 1947, it was probably completed by June 1949. The raw brick building was finished in the spring of 1949. In the southern part of the building was a deep lying, dug-out open part as in 38a. The purpose of this building could not be made out at the time and the building plan contained no particular designation. A crane track, 73 feet wide, is inside the building, running in an E-W direction.
- 38b Administration annex building; three stories brickwork, 134x29 feet, finished in April 1949.
- 39 Office building of wood; for building staff and kitchen for convicts.
- 40 Pump house with oil installation, a concrete and brickwork building. Under construction since November 1948, it was probably completed in October 1949. There are eight underground tanks which are filled through pipe lines coming from the railroad tracks. Source said the tanks are for the storage of crude oil.
- 40a Installation intended as under 40. Construction had not started and the purpose was gathered from building plans.
- 41 Storage building; concrete and brick work. Under construction since March 1949, to be completed by the end of 1949. Size 262x78 feet. The building had concrete flooring. Other construction progress was not observed.
- 42 Compressor shop; iron structure, 295x78 feet, with brickwork masonry. Probably finished in June 1949. Foundations, 13x21 feet, were built; the ferro-concrete cover is about half-foot thick. A concrete water basin has three parts and was finished in November 1948. Each basin has three tubes from which the water jets. An underground line leads to the power station. The basin is filled from a brook on the west side of the building. A pumping station was erected near the brook in 1947. The basin is about eight feet deep and surrounded by a concrete strip, about 10 feet wide.
- 43 Two oil silos of ferro-concrete were finished in March 1949. The floor of the silo lies about 21 feet below the surface of the ground. The walls and ceilings are about one foot thick and ferro-concreted. The silos are connected by underground pipe lines. The oil is for use in the power station.
- 45 Depot for oil tanks, ferro-concrete and brickwork.
- 46 Main storage, four-story building, 335x78 feet; ferro-concrete and brickwork. Under construction since January 1949; its completion was scheduled for the end of 1949. Drawings are available.

25X1

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

Legend to Annex

25X1

25X1

On the east side of the building was a shed roof, under which were two tracks (rails) and a 20-ton crane. A stone ramp, 490 feet long, leads to the building. On its west side is a traveling-crane track, 28 feet wide, going the length of the front of main storage building.

- 47 Gasoline and oil barrel storage; for plant construction.
- 48 Transformer house; finished in March 1949, with 2 large doors on the west side and 10 smaller doors on the south side.
- 49 Mixing plant for concrete for making slabs.
- 50 Store room for paints, welding apparatus etc.; erected of wood for the construction period.
- 51 Asphalt roads with concrete substructure scarcely a foot thick. Road running in a N-S direction is not quite 20 feet wide. Finished in November 1948.
- 52 Transport channels of rammed concrete, 13x13 feet, covered with concrete slabs and an insulating layer. Finished in November 1948.
- 53 Ring fence of plant, wooden fence with barbed wire.
- 54 Sentry box, high wooden lookout post.

The sketch was drawn according to the status of 5 April 1949; scale 1:2,000. All buildings are set in to scale.

The grid net corresponds to the division on the Soviet plans. To the east of the Automotive Plant is the railroad station.

The extension of the Automotive Plant is planned in that direction.

CONFIDENTIAL

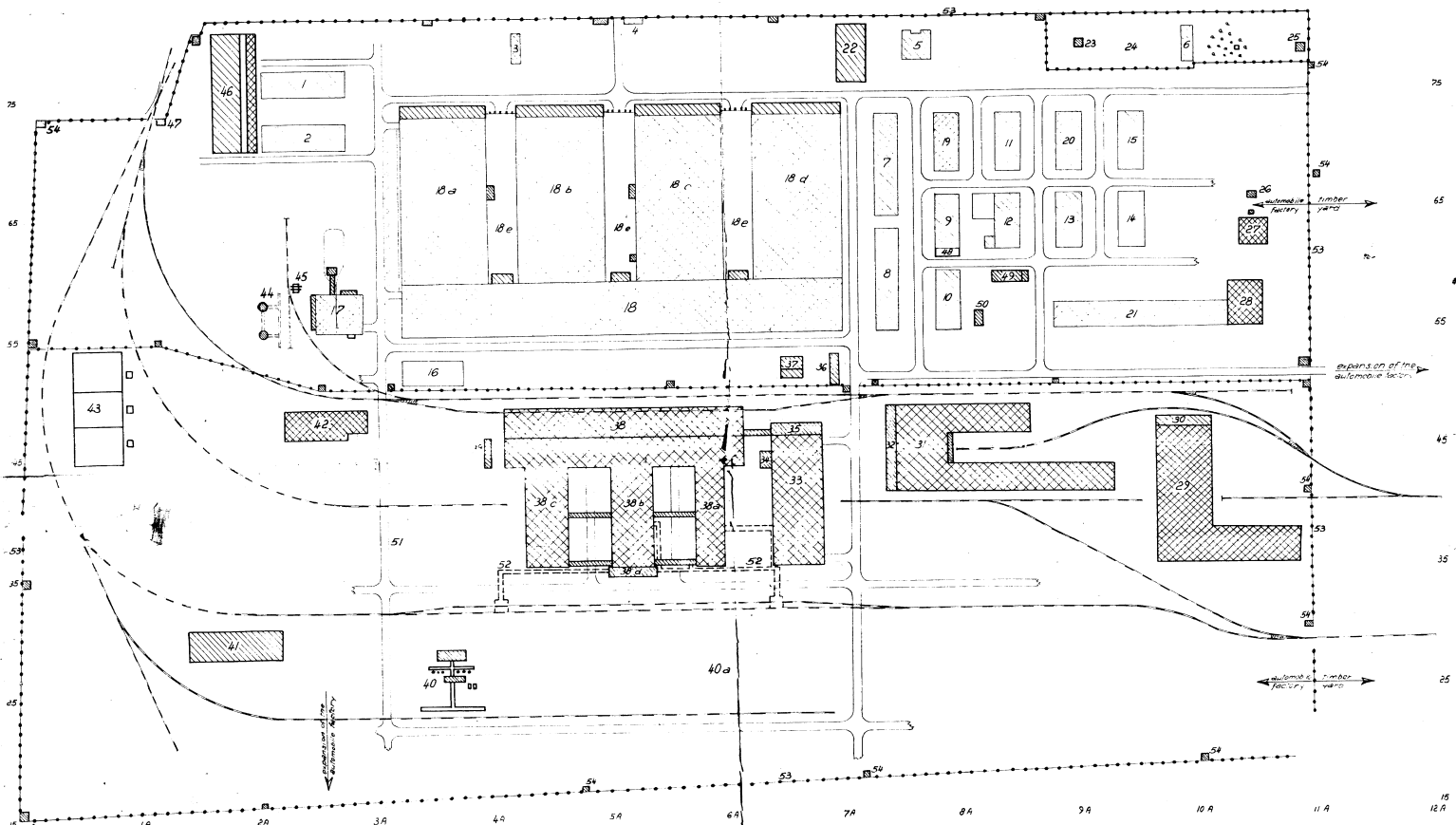
25X1

CONTROLLED DISTRIBUTION

Approved For Release 2009/06/17 : CIA-RDP82-00457R010300220009-8
CENTRAL INTELLIGENCE AGENCY

Automobile Factory in MINSK

ANNEX



- Legend
- structures without roofs
 - newly constructed buildings without roof
 - buildings with roofs
 - newly constructed buildings with roofs
 - steel section structures
 - newly constructed
 - railroad tracks
 - fence

5 31 2,00

Legend see report 1